

THE DAILY CHRONICLE.

VOL. II.—No. 102.

PHILADELPHIA, WEDNESDAY, APRIL 29, 1829.

WHOLE NUMBER 352.

CHARLES ALEXANDER, PUBLISHER. No. 112 CHESNUT STREET, OPPOSITE TO THE POST-OFFICE.—TERMS \$8 PER ANNUM. PAYABLE HALF YEARLY IN ADVANCE.

Musical Fund Society.

THE Members of the Musical Fund Society, and the public, are respectfully informed that the NINETEENTH CONCERT, for the Benefit of the Fund, will be given at their Hall, on Wednesday evening, the 29th inst.

Leader, Mr. C. F. Hayfield.
PART I.
Overture, Jean de Paris,.....Bouldieu.
Song, Mrs. Franklin, "Hasten by the Star-
light,".....C. F. Hayfield.
Song, Mrs. W. W. W., "The Echo Song,".....C. F. Hayfield.
Grand March, from the Opera of Der Freys-
chutz, Mrs. Austin,.....Von Weber.
Solo, Clarinet, Mr. Wepfer,.....Bairman.
Song, "Oh! Duet Concerto," with variations,
Mrs. Austin.
Overture, The Two Blind Men of Toledo,.....Mehul.

PART II.
Concertante for two Violins, Messrs. Kruger &
Reichart.
Song, Mrs. Franklin, "Tell me my Heart,".....C. F. Hayfield.
Song, Mrs. W. W. W., "The Echo Song,".....C. F. Hayfield.
Song, Mrs. Austin, "The War has ceased,".....C. F. Hayfield.
Song, Mrs. W. W. W., "The Echo Song,".....C. F. Hayfield.
Overture, Jean de Paris,.....Bouldieu.
The Concert will take place at half past 7 o'clock
precisely.

No general rehearsal will be held to-morrow
afternoon, at half past two o'clock. Members will be ad-
mitted by exhibiting their tickets.
A Committee for the distribution of tickets, will at-
tend at the Hall to-morrow, from 10 till 2, and on Wed-
nesday, from 10 till 5 o'clock.
Tickets will be for sale at the principal Music and
Book Stores, and at the Hall.
Carriages will set down heads east, and take up heads
west.
April 27—24

WALNUT STREET THEATRE.

Grand Fancy Ball and Carnival.
THE Public are respectfully informed that
an Entertainment of the above novel and interest-
ing nature, will be given at the above establishment, on
THURSDAY EVENING, April 30th.

Surrounding in SPLENDOR AND MAGNIFICENCE
any attempt of the kind hitherto presented in this coun-
try.
Arrangements are making that it is hoped will insure
an entertainment of that liberal and fashionable patronage
hitherto manifested towards the establishment, during a
most brilliant season, and which, it is confidently
maintained, will be, on the present occasion, commensurate
with the responsibility of the undertaking.

The following, among other regulations, have been
adopted:
Tickets to the Dress Circle and Lower Promenade,
including one gentleman and two ladies, including re-
freshments, \$5.
Spectator Tickets, (single), to the Second Row, \$2
each.
And for the better preservation of order, and to pre-
clude the possibility of the introduction of improper per-
sons, seats must indiscriminately be taken, at the Box
Office, and names registered.

Full Military and Civil Bands are engaged.
Dancing to commence at 8 o'clock, under the direc-
tion of several masters of Ceremonies, who will be dis-
tinguished by their badges.

Seated Collections at 9 o'clock.
The Decorations of the interior of the Theatre, by
Mr. Belding, Artist, and principal Director of the
GRAND FETE given at Castle Garden, New York, in
honour of the ILLUSTrious LA FAYETTE.
Dresses to the extent of the Warehouse of the Thea-
tre will be furnished gratis, on application at the Box
Office, on or before Wednesday night.

Costly Dresses and Fancy Slips Dresses, of every
description, supplied by Mr. Ammerman, late of the
Park Theatre, New York, who is engaged for the oc-
casion. Application to be made at the Theatre.

Costly Dresses of appearing in Military Uniform,
are invited to do so.
No seats on any pretence to be admitted.
Dresses will be furnished by Mr. Ammerman.
Private Dressing Rooms and Attendants gratis, on
early application.
Further particulars in future advertisements.
Box Office open on Monday and Tuesday next, at the
usual hours.
April 25—17

SCHOOL RECOLLECTIONS.

Twelve years ago I made a mock
Of fifty trades and traffics;
I wonder'd what they meant by stock;
I wrote delightful romances;
I knew the streets of Rome and Troy;
I supp'd with Fates and Furies;
Twelve years ago I was a boy,
A happy boy at Drury's.

Twelve years ago—how many a thought
Of faded pains and pleasures
Those whisper'd syllables have brought
From Memory's hoarded treasures;
The fields, the forms, the tale, the books,
The glories and disgraces,
The voice of dear friends, the looks
Of old familiar faces.

Kind Master smiles again to me,
As bright as when we parted;
I seem again the frank, the free,
Stout limb'd and simple hearted;
Pursuing every idle dream,
And shunning every warning;
With no hard work but Doves Stream,
No chill except long morning.

Where are my friends? I am alone,
No playmate shares my beaker;
Some lie beneath the churchyard stone,
And some beneath the Speaker.
And some compose a tragedy,
And some compose a rondo;
And some draw sword for liberty,
And some draw plow for John Doe.

And I am eight-and-twenty now;
The world's cold chain's on my brow;
And darker shades are on my brow,
And sadder scenes around me;
In Parliament I fill my seat,
With many other noodies!
And by my head in Jeremy's street,
And sip my hook at Hoodie's.

But often, when the cares of life
Have set my temples aching;
When visions haunt me of a wife,
When duns await my waking;
When Lucy Jane is in a pet,
Or Hoby is in a hurry;
When Captain Hazard wins a bet,
Or Beaulieu spills a curry;

For hours and hours I think and talk
Of each remembered hobby;
I longed to lounge in Poet's Walk,
To shiver in the lobby;
I wish that I could run away,
From home, and court, and levee,
Where bearded men appear to-day,
Just Estlin boys, grown heavy;

That I could back in childhood's sun,
And dance off children's noses;
And find huge wealth in one round one,
Vest wit in broken noses;
And play Sir Giles at Dutch Lane,
And call the milk-maid's Maria;
That I could be a boy again,
A happy boy, at Drury's.

FOR THE DAILY CHRONICLE.

A committee which was appointed by a num-
ber of benevolent citizens, to enquire into the
condition of indigent females in this city have
given us the result of their labours. The motives,
and the industry of these gentlemen, are high-
ly commendable. They have sought information
to obtain facts. If their sympathy with the suf-
ferers has led them to adopt representations not
altogether true, they will receive correction with
candour.

The committee report that females, generally,
who labour for their subsistence, are not justly
rewarded. With their claim for additional pay
to those who receive twelve and a half cents, for
making shirts, pantaloons &c., we entirely ac-
cord—they ought to have double that sum.
Of spoiling and other work belonging to manu-
factories, we know not the value, and therefore,
say nothing. But for making up fine linen—
mending—washing—ironing—and house-
cleaning, women, whether competent or not to
what they undertake, are abundantly paid. I
will not occupy your columns with details of prices.
They are known to every house-keeper.

The committee suggest to house-keepers and
heads of families, the propriety of seeking out
and employing in the situation of domestics, in
their several families, destitute females, who by
the frowns of fortune have been reduced to dis-
tress. Hundreds of this description they add,
"are to be found within the precincts of the city
and liberties, who, if properly encouraged, would
be grateful for the means of employment thus af-
forded them," &c. Now it is presumed, that
these gentlemen have not made this appeal with-
out having themselves seen such females as they
describe, or without having obtained their in-
formation from good authority. If, therefore,
they will please to direct their suffering sisters,
the house-keepers, where they may find these
deserving persons, we can assure them, that
"hundreds" of ladies, who are daily enquiring
for honest industrious domestics, will joyfully
employ them, and be very grateful to the com-
mittee.

The committee also solicit the "benevolent"
to induce the poor to apprentice out their children.
Do they not know that reason, rags, and starva-
tion united, have tried in vain to effect this most
desirable purpose. "Hundreds" of families are
ready to take either boys or girls, and teach
them to get their living. It is lamentable to see
the multitude of these—both white and black—but
most of the latter, that infest some of the
smaller streets of our city, wasting the time that
ought to be spent in preparing them to become
useful citizens. The parents of these children
consider themselves insulted, when they are asked
to bind them to respectable families. If the
committee can suggest any inducements, that
have hitherto been untied, to persuade the
poor to bind out their children, they will confer
an immense obligation on both the rich and the
poor.

A HOUSE KEEPER.

FOR THE DAILY CHRONICLE.

MR. EDITOR—I have lately read an extract from
a Boston paper with the caption "Singular prop-
erty of figures," in which it is said "the differ-
ence between any number and another formed
with the same digits any way transposed is al-
ways divisible by nine," and stating that a Mr.
Hall in England, has lately laid claim to this
discovery, which the Boston editor observes to
be found in Dr. Hutton's Mathematical and Philo-
sophical Dictionary. I think that I may also
without vanity lay claim to the discovery, if it
be one, as well as Mr. Hall, for so long as eight-
teen months since, the fact became apparent to
me from some calculations in which I was en-
gaged at that time without any previous knowl-
edge of its existence. If it be not to the exclusion
of more interesting matter, you would oblige me
by inserting the following, which will explain the
practical use I have made of my discovery which
you will perceive enters more fully into the sub-
ject than the statement referred to. I start with
the proposition as above, that the difference of
any number transposed is divisible by nine.—
Therefore, suppose an error to have occurred in
transferring a column of two figures, the sum of
which error is divisible by nine, the supposition
is that the said error has been produced by a
transposition of the figures which form some one
of those amounts. If then the error be divided
by nine, the quotient will show the position in
which the figures transposed stand in the numera-
tion table, i. e. the difference between them in
our common system of notation. Thus, suppos-
ing the error to be 27, which divided by 9 equals
3; then the figures which have been transposed
to produce said error are three units apart in val-
ue, viz—03—14—25—36—47—58—69; which
are the combinations in the column copied from,
to be examined for the error, and will necessari-
ly reduce the labour of an examination very con-
siderably. Should the error however be greater,
say 81—the examination is reduced to one combi-
nation, for 81 divided by 9 equals 9; therefore
the combination transposed is 09.

If the column transferred contain more than
two figures, that is units, tens and hundreds, &c.
the above rule will answer for any common and
probable transposition, by searching for the fig-
ures transposed in the units, tens, or hundreds
place, as will be ascertained from the amounts
of the error. Thus, suppose for an error 270
—divided by 9 equals 30. The 0 is merely used
to show the situation of the figures in the column
as—03—14—25—36—47—58—69. If, however, it be
an uncommon transposition, such as transposing the
units and hundreds figures, and retaining the
tens in their proper place, the operation is some-
what different, but no less certain. Let us sup-
pose 479 to be copied 974; the error is 495,
which divided by 9 equals 55—producing two
figures in the quotient, only one of which is to
be used as above for ascertaining the difference
between the figures transposed; the other denot-
ing that an intermediate figure (in this instance
that in the tens place) has remained in its pro-

per situation. This rule may be applied to all
transpositions of two figures; noting that the
number of figures less one in the quotient pro-
duced by dividing by 9 will always denote the
number of intermediate figures which have not
been transposed. To ascertain if the fact of the
figure 9 being the extremity of the digits were
the cause of this singular and unalterable prop-
erty, I formed a system of notation on the prin-
ciple of the one now in use, but having only seven
digits, and made use of a similar one furnished
me by a friend having but five digits. In both
cases it was discovered that the extremity of the
digits possesses this same singular property, and
that the difference between any combinations of
the same signs transposed is always divisible by
the extreme of the digits in the system to which
the signs belong. T—of Philadelphia.

PETER FINNERTY.

This individual was some years ago a re-
porter on the establishment of the *Morning*
Chronicle, a paper that seems to have gath-
ered together from time to time the choicest
spirits that ever took note-book in hand.
Finnerty was coarse, even gross, in his ge-
neral habits; of a large and awkward frame;
had a ludicrous cast in one eye that height-
ened his rich humour; and was possessed of a
pecuniary mellifluous brogue, which he ap-
peared to cultivate as a mark of distinction.
Like his countryman, Barry, he loved Ire-
land to the last, and would overwhelm any
man with a torrent of eloquent Billingsgate
who would speak disrespectfully of the soil.
He hated the word *talent*; he used to call it
an "illegit humbug"; he considered it an
Irish affectation, without meaning or purpose,
and he used it as an insidious sarcasm.
Few men possessed greater powers of reten-
tion. It is said that he seldom took notes,
but reported from memory. In early life
he was apprenticed to a printer. An up-
holsterer in Dublin, who was induced to pa-
tronize him, took him while a boy into his
warehouse; but Finnerty was too fond of his
reading political pamphlets and attending
public meetings to watch faithfully over the
interest of the furniture. The upholsterer
was determined to get rid of him, and re-
commended him to his friend the printer as a
smart fellow, who would make himself use-
ful. He was not long in the new concern
until his master, on entering the composing-
room one morning, discovered Finnerty
mounted on one of the frames, haranguing
the men on liberty and equality. Not hav-
ing employed him to teach these doctrines
he sent him back to the upholsterer, who, in
turn, made some excuse to evade him. Peter
was next to be found in the office of the
Press, a newspaper establishment about the
period of the rebellion, to oppose the mea-
sures of Lord Castlereagh. Here he first
distinguished himself. Dr. McNevin, Sampson,
and others, many of whom are now living
in America, were the principal writers,
but they wanted a man who had firmness and
intelligence enough to stand in the publish-
ing-office. Finnerty developed the requisite
qualities by accident. A person employed
by Government to purchase a copy of the
Press, with a view to prosecute the authors,
came in while Peter happened to be standing
in the office. Peter suspected his purpose,
and, being asked the price of the paper, re-
plied—"We don't sell it all, Sir, but I'll make
you a present of one." This adroitness
preserved them from the meditated prosecu-
tion; but their safety was of short continu-
ance; for Finnerty's next *debut* was on the
boards of a pillory. His cause was the
public cause, and his martyrdom proved the
source of his subsequent success. He left
Ireland, and became attached to the London
press, in the capacity of reporter. Lord
Castlereagh either dreaded or admired his
boldness, which was of the very vulgarst
and most uncompromising description; his
Lordship always bowed to Peter in the lobby
of the House; a condescension the latter
used to acknowledge as a proof of the ascend-
ancy of his own character. Peter was a
rough satirist, spared no man's feelings, heed-
ed no man's antipathies, and took more plea-
sure in provoking his enemies than concili-
ating his friends. He was essentially a man
for the mob—his element was popular tumult
—he had no sense of conventional refine-
ments—despised etiquette—and abhorred
negus.—Atlas.

FROM THE LONDON NEW MONTHLY FOR MARCH.

LITERARY MISERIES.

"I'll print it,
And shame the rogues."—POPE.

My friend Fosbrook, Dick Fosbrook,—for
the abbreviation which his good-fellowship had
won for him at Westminster and Cambridge did
not desert him upon his entrance into the real
man and woman world of society, was a very ex-
cellent personage. He was something more sub-
stantial than a mere "good fellow;" he was a
well-informed, sensible man, with more origi-
nality of talent than a reserved disposition per-
mitted to rise to the surface. His shyness at length
took refuge behind a title-page; that which he
found no courage to say, he resolved to write.
"Some sin, his parents' or his own," indeed,
had dipped him in ink very early in life; his in-
fantile elegy upon his mother's favourite tabby
had been wept over by every maiden court of
the house of Fosbrook; his translations had been
applauded by Bussy; his prize-poems had been
printed at Cambridge; he had lodged in the same
house with Lord Byron; his grandmother was a
Hayley; his bankers, Rogers, Towgood and Co.
Such a concatenation of impulses was irre-
sistible, and Dick Fosbrook became an author!
One fatal and highly unpoetical stumble befell
him upon the very brink of Helicon. He mar-
ried:—neither a muse, nor a Madame De-
vries;—a very pretty girl,—reasonably rich, and
unreasonably silly;—a professional alliance,
however, for she was the daughter of a master
in Chancery, and Dick was already at the bar.
The duties of his legal vocation did not at
present interfere with his homage to the Nine;

or, as his wife persisted in calling them, the
foolish virgins. He wrote, he published, and
wrote and published again; and if "the learned
world said nothing to his paradoxes," he was
equally taciturn as to the amount of the prin-
ter's bill, which he annually pocketed with a
gracious Christmas groan. He flattered him-
self he wrote for immortality; that post-obit
bound, the dishonouring of which falls so lightly
on our feelings;—and his wife and her relations,
who regarded authorship as a lawless and ca-
balistic calling, inimical to the interests of
church and state, and an increasing family, ex-
ulted in the premature deaths which unfailingly
awaited his literary progeny. I dined with him
once or twice at this period of his domestic fel-
city and public misfortunes, and I never beheld
a happier or more contented man; he laughed at
my bad jokes upon withered laurels, and Lethe,
and the stream of Time; he told me that the in-
dulgent public was a dunce, "sans ears, sans
eyes, sans taste, sans every thing;" while his
wife, half dead, whispered to me that the ingrati-
tude of this sensual dame had nearly alienated
his mind from his former unprofitable studies.

"Sur ces entrefaites," my own equally pro-
fitless pursuits led me to the Continent; and in
the course of the three years I was vagabondizing
through Italy, an incidental paragraph in
Galignani's Journal bore honourable mention of
"Mr. Fosbrook, the popular author!" "Poor
Dick!" said I, involuntarily, "no relation of
thine, I fear!"

Yet 'twas the same,—the very Dick I knew!
One of his least meritorious works had made
what is called a hit; he was now the "darling
of the Muses;" and what is better still, of the
booksellers; one of the literary ephemera, bask-
ing in the transient sunshine of modern fame.

Soon afterwards I landed at Dover, and after
the due proportion of wrangling at the Custom-
house, and grumbling at the diverse instalments
of tough beefsteaks and muddy wine, wherewith
Messrs. Wright defy the patience of the return-
ing exile, I arrived in town,—heard the muffin-
bell once more—that

Quella di lontano
Che paja 'l giorno pianger che si muore!

and deposited myself and my yellow valet,
Gioacchino, in a hotel in Brook-street. The
next day I wandered to my old club, which was
grown as fine and uncomfortable as "Nine
in a court;" I heard the contemporary observers
as they glanced towards a mirror, that I was
miserably altered; lost my way in a wilderness
of new streets, and my footing in a plunge
through the puddles of a Macadamised square;
and just as I was recovering my equilibrium of
body, if not of temper, I perceived a lank,
rueful visage, gazing sympathizingly upon my
misfortune. 'Twas a strangely familiar face,
'twas Fosbrook's; not Dick's, but the "popular
author's!"

His dolorous physiognomy expanded into
smiles on this unexpected recognition. He took
my arm, and my way onwards, and we turned
literally and figuratively to the passage of
our youth, till he almost became Dick again
by the force of reminiscence. Nay! had it not
been for the deferential salutation of two wise
men, two very learned pundits, and the raised
hats of a bustling Westminster-ward member
or two, whom we met scuffling down Regent-
street, his popularity and authorship would
have been forgotten between us. "Dine with
me to-morrow," said he at parting, "we
shall be alone, and can gossip over our Trinity
days."

"With all my heart," I answered. "At five
—in Gower-street!"

"No, no! at seven, in Curzon-street!" but the
words came not trippingly from his tongue.
The morrow came, and I was delighted to
find that, among the various removes of the
day, dear Old-Bond-street had not changed
its town residence, although "Ireland's daily
walks and ancient neighbourhood, I was startled
by the sight of poor Fosbrook's face frowning
in all the panes of the print-shops. There,
at least, he was no Dick of mine; for his
worthy countenance was distorted into a most
cynical sneer, and he looked as blue and yellow
as an Edinburgh review. Rain came on, and
was soon the cruel rage of a driving snow-
storm; when, having excused myself from an im-
promptu dinner invitation thro' my "pre-gangue-
ment to my friend Mr. Fosbrook,"—"The popular
author!"—I was amused to find that even to
be his friend was a rising point in the ther-
mometer of fashion; and my intervention was
humbly prayed to render him my friend's friend
too. Poor Fosbrook! I remember the time
when I scarcely contrived to procure a third
man to make up dummy whist with him; he
was considered a chartered bore, by right divine,
and according to the most approved authori-
ties!

It was, however, with a feeling nearly amount-
ing to respect for his new honours, that I trod
lightly upon the creaking steps of my hack-
ney-coach at the door of his new mansion, and
was ushered by a sulky butler into a very lit-
erary smoking drawing room. Over the marble
sphinxed chimney-piece hung a fine portrait of
his master, in oils, and by Lawrence! and over
a buhl secrétaire, a spirited sketch by Hayter—
being the original of the authorial print of the
Bond-street windows. Poor Fosbrook! I re-
member the time when a paltry profile was the
only copy of his countenance! Several proofs
of splendid new engravings were "ordered to
be on the table," besides a few presentation
copies of the latest works of the day. "Are
they good for any thing?" said I to Dick, who
found me with a volume in my hands.

"I really cannot take upon me to say," he
replied gravely, and with the air of a man who
is afraid of committing himself. "One of the
worst consequences of scribbling ourselves in,
that we have no leisure to look over these light
productions, which are sometimes far from
anxious."

"W!"—thinks I to myself, editorially; while
Richard (I will never Dick him any more)
turned to the final page of the several works,
and determined their length as the standard
of their merits.

A very light production now entered the room—
Fosbrook's looking as drowsy as the frontia-
piece of "La Belle Assemblée. But if her gown
were *colours de rose*, her brow was black as
Erebus; the honours which had made him sad,
had made her cross. I did not care; I had never
abbreviated her name; so as it was the May of
a London summer, I turned for consolation
towards a fire bright enough to roast St. Law-
rence. This movement necessitated a glance
towards the card-rack, and I observed that its
prominent features were "At Home's" from L.
House and D. House, and a "requests the
honour" from the Dowager Lady C. "L! ha!
L! ha!" said I to myself, "your popular author is
ever a drier out."

I trust my friend Fosbrook was an habitual
one; or at least, that he did not affect to be
"L'Amphitruon on l'on dine." The solid joint
and pickling of St. Pancras had been ill-ex-

changed, in his menu, for the unapproachable
flets and fricandeaux of St. George's; and hot
sauteuse and ice *Leffite* were abominable sub-
stitutes for the old Madeira and old port of old
times. By the time the cloth and the lady were
withdrawn, I was as much out of humour as Mrs.
Fosbrook with popular authorship. To judge by
the lowering brow of my host, his feelings were
tuned to as doleful a key as my own. As we
were *te-te-a-te*, I ventured an apostrophe to the
memory of the Gower-street port; it was a for-
tunate digression; the butler was summoned; the
cork squeaked beneath the screw and Richard
was smiling again!

"You have an excellent house here, Fos-
brook!"

"Why, yes—the situation is good, and the
distribution better; yet somehow or other, even
in my perfection of a 'gentleman's room,' I al-
ways regret my Cruso's cave in Gower-street.
There I was never interrupted by importunate
idlers; my books ungilt and unprinted behind
the glittering wires of a library, came at my call;
in short, I was able to read, and think, and
write, as I liked."

"And as others liked," said I courteously.
"My return to England has discovered to me
an old friend in the most popular author of the
day."

Fosbrook literally shuddered at the word—
"No more of that, an thou forest me!" ex-
claimed he, in a tone of acute sensibility. "Keep
the name for the first dog you wish to be hang-
ed!"

"Pho! pho!" said I, "the mere cant of affect-
ed modesty! You have won your laurels brave-
ly; do not wear them like a coward. They were
long, it is true, in putting forth their verdant
honours; but now it would seem as 'Birnaw
were come to Dunsmuir.'"

Fosbrook shook his head despondingly; and
his whole air was so completely that of Mat-
thew's admirable hypochondriac, that, spite of
myself, I burst into a hearty fit of laughter. By
good luck it proved contagious, and having
roared and shouted "a qui mieux mieux," a
happy tone of confidence was immediately es-
tablished between us.

"The fact is, my dear fellow," resumed Fos-
brook, lowering his voice, "that I have led the
life of a galleys slave since I came to my title."

"Title!"
"Of popular author!" a title good for nothing
but to expose one without redress to the inso-
lence of every scribbler whose pen is the channel
of his venom. No one presumes to insult a
gentleman, or to tell a man that he is a fool; but
a popular author is the property of the public—
"its goods, its chattels, its ore, its ass, its
every thing!"—a culprit stuck up in the pillory
of celebrity to be pelted by all the ragamuffins
of the times!"

"And yet I can remember your eyes being
upturned towards the Temple of Fame, as a
devotee gazed upon the sanctuary."

"Ay, ay," I looked at it through a telescope:
"The distance lends enchantment to the view!"
and the farther the better! I had not then assum-
ed the 'foolscap uniform turned up with ink';
I had not donned the livery of the booksellers
to 'fetch and carry song up and down'; I pub-
lished, it is true, but what then? The sun lay
dormant between you and me and the press! I
lived secure from criticism, not a reptile of a
magazine designed to tickle me with its puny an-
tagonism. My wife, however angry, borrowed no
sarcasms from the leading reviews—I found
not Jeffrey's satire on her lips, I slept the next
night well—was free—was happy! On the
strength of my uncut pages, I passed for a lit-
erary man, in my own select circle; my family
took me for a genius, and my servants for a con-
juror;—but now—my pages and myself are cut
together!"

"My dear Dick!" said I soothingly, for he had
really talked himself into a fit of irritation, "re-
member how often and how philosophically you
have declared yourself indifferent to the award
of criticism."

"There you have me on the hip. My wife's
family, and all the generation of bores at that,
my former end of the town, are constantly re-
minding me that it is idle to value public opi-
nion; and I have often proved to them that the
world is an overgrown body; to which I can only
reply, like Benedict, that 'When I said I would
die a bachelor, I did not think I would live to
be married.' When I wrote the public down as
an ass, I little expected to become a popular au-
thor!"

"But after all," I observed, "these are mere
trivial vexations, compared with the glories of
the daily income burnt upon your altars—of the
solid gains achieved by your exertions."

"I will show some of the daily income," said
Fosbrook, opening his pocket-book; "unfortu-
nately it is made to be read first and burnt after-
wards. It is a paragraph from a morning pa-
per."

"Legge, Dick, legge."

"We copy the following interesting intelli-
gence from the Newcastle Mercury. 'Mr. Fos-
brook, the popular author. We are happy to
be the first to congratulate our townsman upon
the near and dear claim we can boast upon
the parentage of this celebrated man. Richard
Toppletoe, formerly a master tailor in North
Lane, but at the period of his decease a much
respected member of our corporation, proves to
have been his maternal grandfather. Many
still surviving among us retain a lively remem-
brance of the full-buckled flaxen wig and bro-
cade waistcoat of old Toppletoe; and there can
be little doubt that from this eccentric knight of
the shire, Mr. Fosbrook derives much of his
originality of mind, his baptismal name, and
private fortune.'"

"Very provoking certainly," said I, perceiving
that some comment was unavoidable.

"Till I read that cursed paragraph," observ-
ed Fosbrook, "I had always believed and pro-
claimed myself to be of irreproachable descent,
and the heir of an old Northumbrian family; had
I never become a popular author, I should have
remained in ignorance that I had a Toppletoe
for my mother! But listen to another of these
precious bulletins of the state of my reputation."

"Bow-street, Mr. Fosbrook.—Another in-
stance of the irregularities of genius came this
morning before the attention of the bench. The
above popular author returning from a deep car-
riage with some of his brother wits,—some choice
spirits who appear to have been partial to proof
spirits, chancing to unite the rampant valour of
Othello with the disastrous plight of Casio, fell
into an outrageous affray with the guardians of
the night—"Guardians! wish they would make
her a ward in Chancery!" ejaculated Dick, and
was at length victoriously lodged in the watch-
house. Our worthy chief magistrate considerate-
ly gave this delicate case a hearing in his private
room; and after a few pertinent (q. v. in?) ob-
servations to the delinquent, upon the respect
due to public decency, even from the genus *irri-
table*, he fined him five shillings, and dismissed
him with costs; judging, probably, that Mr. Fos-
brook had already received poetical justice in
the shape of two black eyes."

"Very provoking," said I again. "And did
you pass the night in the watchhouse?"

"Not I!—I appeared before Sir Richard as a
witness in favor of an Irish applewoman, whom
I had caught the parish beadle in the act of mal-
treating, by virtue of some Street Bill. Unfor-
tunately, I was recognized by some disreputable
person, who doubled his morning's pay by compound-
ing this scurrilous attack."

"But of course you remonstrated with the
Editor?"

"I did; and my very forbearing letter pro-
duced a second paragraph, headed 'Mr. Fosbrook.
We are authorized by this gentleman to state
that he did not appear before Sir Richard Birnie
with two black eyes.'"

"Well, well!" said I, "these little slanders;
if they fly from your good name, do not
steal the trash from your purse. Think of the
solid profits, my dear Dick."

"I do, and with regret; for they are all gone.
Every relation (Toppletoes in particular), and
literary acquaintance I had in the world, gave
me the preference of their first application for a
loan, on the second edition of my last work; not
dare there exist a literary institution, or an es-
tablishment for the encouragement of the Fine
Arts, for which my guinea have not been pre-
sumptuously claimed. Meanwhile, my law has
long since left me in the lurch, and my father-
in-law abhors me because I play cards. He has
renounced my wife to send the boys to school,
lest I should undermine their morals; for the old
gentleman holds that all modern authors are
atheists."

"But what has become of your orthodox friend,
the Dean of—?"

"We have not been on speaking terms these
six months; he is persuaded he can detect my
hand in the atomization of his Emancipation
pamphlet in the new review."



PHILADELPHIA: WEDNESDAY EVENING, APRIL 29.

We are indebted to the politeness of the gentlemen who report the decisions of the Supreme Court, for an opinion lately delivered by JUDGE ROGERS in a case of much interest to ship owners and importers. We have also given a copy of the case stated, and a sketch of the argument which appears to have been a very able one. Both are necessary to a thorough understanding of the point settled.

The CITIZENS' CANAL LINE OF STEAM-BOATS, between this city and BALTIMORE, commenced running at noon, to-day, and will leave ARCH street wharf, daily, except on Sundays, until further notice. We understand that the proprietors have taken all possible pains to ensure the comfort of passengers.

A communication from A Housekeeper, printed on our first page, we venture to recommend to the especial attention of those respectable persons to whom the writer more particularly addresses herself. The correctness of her statements, we apprehend, cannot be questioned. The remarks of another correspondent, on certain properties of figures, are ingenious.

The annexed article, inserted in a corner of the LONDON SUN, neither too obscure to merit notice, nor so conspicuous as to excite suspicion, is an auctioneer's puff, and deserves preservation as a model of a species of composition which has been more practised and less cultivated than most others. Here is no sin against the laws of taste; no horrible bombast to disgust those whom it is intended to tempt.

THE CROWLAND ABBEY ESTATE.—The largest property that has ever been offered to public competition, in one lot, is announced in our columns this evening. It is the fine estate of Mr. Orby Hunter, and the value we have heard exceeds \$50,000. The estate of the Marquis of Ormond, it is true, realized \$60,000, but in that case the property was divided into lots, and the largest (Sutton Hall) produced 216,000 guineas. It is a singular coincidence (and a very flattering one) that the professional services of Mr. George Robbins should have been required on both these occasions. In the instance of Lord Ormond, that gentleman's exertions were influential in obtaining an average of 40 years' purchase, on a rack rental, and the funds were only a third higher than at present. The Little territory which has called forth these remarks, includes 7,000 acres of the best land in Lincolnshire, divided into 43 farms, and entirely within a ring fence, with the manorial rights, royalties, and privileges, the town of Crowland (which is all tributary to this manor), the rectory, fishing, &c.; the present rental not quite 18,000 a year. In times when agricultural distress prevailed, and moderate land necessarily diminished in value, the superiority of this soil was always a sure guarantee of only a comparatively small diminution in the rental. It would be almost superfluous to add, that the possession of such an immense and valuable territory will be very influential with a view to the representation of the county.

The following appointments, by the President are announced in the Washington papers of yesterday.—Samuel Swartout Collector, and M. M. Noah, Surveyor and Inspector of the Customs, at New York, Wm. King, Collector at Bath, Me., James A. Hamilton, District Attorney for the Southern District of New York, and John McLean, of New York, Secretary of Legation to Great Britain.

The editors of the N. Y. MERCANTILE ADVERTISER have been informed, by a gentleman recently arrived from MONTA VIDEO, that three British vessels were at that place a few months since, destined to separate exploring voyages. Two had been examining the STRAITS OF MAGELLAN, the third, the CHANTICLEER, Capt. FOSTER, was bound to the SOUTH SEAS. Twenty chronometers had been placed on board this vessel.

In a late number of the LONDON TIMES, the proceedings of the LEGISLATIVE ASSEMBLY of the Netherlands are noticed as scarcely less interesting than those of the BRITISH PARLIAMENT. Though the King possessed the public respect and confidence, discontents have arisen, which are thus explained:—"It is known that in Belgium a considerable degree of dissatisfaction exists against the present government, though the king himself is, as he deserves to be, an object of popular respect and confidence. This dissatisfaction originates in feelings and attachments of an old standing, which till lately have been controlled or modified. On the formation of the Belgic and Dutch provinces into one kingdom, the former had separate interests from the latter, and being more connected with France, by commercial intercourse and a common language, than with Holland, were naturally disinclined to a union, the basis of which were celebrated, by a congress of Sovereigns, without their consent. This feeling of aversion to Holland and attachment to a French alliance, was expressed on various occasions, and with more or less energy, till France fell under the dominion of Villole, the ultra faction and the Jesuits, about eight years ago. The Belgians then blessed their stars that their country was not formed into French departments, and they possessed a government disposed to encourage their industry, without exposing them to ecclesiastical encroachments. Every book which was suppressed or prohibited at Paris, was allowed to be published at Brussels, and a persecuted subject of the Bourbons had only to cross the Belgic frontier to enjoy security and freedom. The excellent King of the Netherlands, while with a liberality hitherto unknown he encouraged every plan of improvement and every species of useful industry, treating all his subjects with impartial justice and protection, maintained firmly the rights of his crown against the pretensions of the Belgic clergy. The fear of priests

and Jesuits being as general among the Liberals of the Netherlands as among those of Paris, this resistance of the Belgic Government to the priest faction was one main cause of its popularity, and formed a compensation for several obvious measures, such as the immense sacrifices made to preserve Java,—the attempt to make the northern provinces speak Dutch,—the severity exercised in several instances against the press when it criticised the conduct of the Administration,—and the arbitrary dismissal of some Judges. The feeling of contentment, thus springing from contrast, continued as long as that contrast lasted; but the state of things was immediately changed, when France, under a new Ministry, had recovered her rights, and began to lead the way in constitutional freedom. Since that time the States-General have evinced a refractory disposition, and have endeavored to compel the Court and the Ministry to pursue the career of constitutional improvement which they observe in France. For the last fortnight the Second Chamber of the States-General has been engaged in discussing the contents of petitions, recommending improvements in the existing system of Government. These petitions amounted to 150 in number, subscribed by great bodies of people, calling for the institution of Juries, the independence of Judges, the responsibility of Ministers, freedom of public instruction, and the strict execution of the Concordat. A motion was made to refer all these petitions to the Government, backed with the sanction of the Chamber, as to their urgency and importance. This proposition was resisted by the Ministers, who, on a division, were left in a minority of 43 to 56. There seems so great an excitement at present in the Belgic provinces, that their wise and well-intentioned Monarch will be obliged to ally it by making some liberal concessions to the popular voice."

FOR THE DAILY CHRONICLE. ARCH STREET THEATRE.

The entertainment at this house, last evening, consisted of Reynold's comedy of *Laugh when you can*, and the farce of the *Wedding Day*. The comedy, as an acting piece, is one of the liveliest and most amusing of the modern drama. REYNOLD'S plays were never meant for reading;—or, if they were, the author missed his aim. There is about as much entertainment in perusing a Philadelphia directory as a great majority of them. The best thing about this, to speak of it as a literary production, is its title—*Laugh when you can!*—a precept both exhilarating and rational. Laughter and good humour are conducive to long life, and make long life worth wishing for. They are the cheapest medicines a man can take; worth all the contents of all the drug stores, with the doctor's fee into the bargain. In proof of this, don't we see that a merry man, with a cheerful face, outlives half a dozen of your crabbed, leaden-hearted, vinegar-faced fellows, who are sure to die before their time, like rats, in holes and corners?

Mr. BLAKE made his first appearance as the lively, good-natured *Gossamer*, and played the part excellently—with great spirit and very correctly. *Bonus*, by HENBERT, was a capital stock-broker, and kept the house in constant good humour. In some of his scenes HENBERT was very fine. DICKSON'S *Costly* was well enough. PAGE, in the important part of *Bonzo*, a sentimental negro—not the most common character in the world, at least with us, though we probably have all the varieties—was pretty good, but nothing to boast of. His performance wanted feeling, and he injured its effect by speaking too rapidly. WRAY was named in the bills for *Farmer Blackbrook*; but he might as well have been left out, as he never appeared. PHILLIPS' *Gregory* was well done, and so was little *Charles Mortimer* by Miss MARCH. This child has been well taught, and spoke with great propriety. Mrs. GREENE was respectable in *Mrs. Mortimer*; but, in characters like this, she is less successful than in some others. Her voice is rather hard for parts of tenderness—Mrs. BLAKE made the most of a character not altogether worthy of her. Still she was right to play it, and did more for *Miss Emily* than the author himself. Mrs. TALBOT'S *Dorothy* was a good, spirited performance.

ITEMS.

The beautiful Steam Boat WILLIAM PENN., intended for the Citizens Canal Line, to Baltimore, was this morning launched from the Ship Yard of Mr. GAICE. At Wheeling on the 23d instant, the Ohio river was 21 feet above low water mark. The Governor of Virginia, according to a resolution of the Legislature, has presented to General Lafayette a copy of the new map of that state. One of our late French papers announces the opera of *Semiramis* as about to be performed at the Italian Opera for the benefit of Bordogni. The part of Semiramis by Mlle. Sontag, said that of Arace by Madame Malibran. An excellent rule for living happy in Society, is never to concern one's self with the affairs of others, unless they desire it. Under pretence of being useful, people often show more curiosity than kindness. The Secretary of the Treasury left Washington for Pennsylvania, on Saturday, to make arrangements for removing his family. Mr. Dickinson, chief Clerk, has been appointed to act during his absence. Labour, says an old writer, is good; if not for food, certainly for physic; and a better pill it is—adds a lazy commentator. A REX REX.—A Western paper states that a kitten got drunk lately by eating rum cherries. We have always considered cats as im-

men, and the information only of the ship owner, it cannot operate as to the responsibility of the bill of lading, which the law would not otherwise recognize. This is a necessary check in his hands upon the officers of the vessel, as well as upon those of the vessel. It is a memorandum of the bill of lading in substance with a part of the entry in the book of the inspector on board prescribed by the act of Congress. Without it, the ship owner could not ascertain whether the bills of lading were true or false; whether the goods mentioned in the manifest were, or were not, on board the vessel when she arrived, what progress was made towards completing the unloading, nor could he take proper measures to collect the freight. It would seem that the cargo book in this case contains no entry about the crate in question. But this is immaterial to the decision, because it is expressly found that this crate was actually landed on the wharf, which is all that the law requires.

The definition of the bill of lading should be something more than a bare repetition of the words it contains. Every contract expressed in formal terms must include a designation of the party to whom its performance is promised and of the party to whose benefit such performance is to be made. By the bill of lading the carrier promises to deliver safely to the consignee or his assigns. Then what is a delivery to him or his assigns? The answer is, the depositing of the goods carried at their destined port at the usual place of landing them. As to the case in 15 Johns, 39, the report is not very clear upon the fact whether the consignee had notice of the ship's arrival at Albany, but the Counsel and the Court appear to have taken it for granted that he had not had such notice. Now as this was a case of a consignment, the consignee was entitled to expect notice of her arrival (4 Pick. 371) although we have seen that it is otherwise with ships from foreign countries.—Unless this were the ground of decision the case may be denied to be law. The most authoritative definitions of the contract of affreightment do not by any means include the alleged essential of an actual mutual tradition to the freighter or his agent. The bill of lading has been described as "merely an undertaking to carry from port to port" (5 T. R. 297 per Buller, J. *Jersey*, 66.) In *Baines* 114, there is an appropriate definition. He there says of the charter party, "It settles the agreement as the bill of lading does the contents of the cargo, and binds the party to deliver them well conditioned, at the place of discharge according to the agreement."

The opinion of the Court was delivered as follows, by ROGERS, JUDGE.—The substance of a bill of lading is a formal acknowledgment of a receipt of goods and an engagement to deliver them to the consignee or his assigns. It is a contract in substance brought on an alleged breach of such a contract in the non-delivery of a crate of merchandise shipped on board the ship Lancaster from Liverpool, and consigned to Raphael Cordova in the usual form. The goods were landed on the wharf of the Liverpool Packets, and whether they were delivered to a delivery to the consignee or his assigns is the principal question. It must be conceded that by the general custom, the liability of ship owners is at an end when the goods are landed at the usual wharf, and this seems to be taken by the whole court as a position not open to dispute in the strongly contested case of *Hyde vs. The Trent and Mersey Navigation Company*, 8 T. R. 242, 15 Johns 41, 2 Wm. Black 916, 4 T. R. 861.

The usage in France, although not uniform in every particular, goes to the whole extent of the English doctrine. At Rochelle, when the vessel is moored at the wharf, the merchant freighters, at their own expense and risk, have their merchandise deposited upon the deck of the vessel. If they happen to sustain damage as they are lowered from the vessel. At Marseilles it is the business of the hands on board to receive and place them in their proper situation. In unloading, the freighters have taken them in like manner from the deck by their porters, to lower them to the wharf, from which time they are at the Merchant's risk, without any liability on the part of the master or owner. If they happen to sustain damage as they are lowered from the vessel. At Marseilles it is the business of the hands on board to receive and place them in their proper situation. In unloading, the freighters have taken them in like manner from the deck by their porters, to lower them to the wharf, from which time they are at the Merchant's risk, without any liability on the part of the master or owner. If they happen to sustain damage as they are lowered from the vessel.

And this rule of the French commercial code is cited with approbation by the learned commentator, in page 636 of his treatise on the Maritime Law. In the case of *Hyde vs. The Trent and Mersey Navigation Company*, 8 T. R. 242, 15 Johns 41, 2 Wm. Black 916, 4 T. R. 861.

The revenue laws do not operate so as to vary the case. When the consignee pays or secures the duties on his behalf, and therefor the goods are landed together with the master of the vessel, without reference to the officers of the customs. The act of Congress was never intended to interfere with the regular course of dealing between the owner of the ship and the owners of her cargo. The policy of all such enactments is to leave the respective rights of the parties unimpaired, and their duties unaltered. (Wilson v. Kymer, 1 Maule and Selw. 167. Holt on ship, 395—6. Northey v. Field, 2 Ex. 613. Nix v. Olive, Abbott on ship, 393.) The duties once secured, the goods on board are no longer in the custody of the law. Where the consignee does not take out his permit, the goods may indeed be said to remain in the custody of the law. But, even then, the possession of the law is the possession of the master for all purposes, except the mere collection of the duties, until the actual receipt of the goods by the consignee or on his behalf. The lien for the freight continues even after the goods are warehoused in the Custom House; so the consignee may stop them in transitu. This is quite irreconcilable with the idea of their having been delivered to the consignee.

In reply the counsel for the plaintiffs in error said that the question, what constitutes the performance of a carrier's contract, must depend upon principles very different from those which govern the doctrine of stoppage in transitu. The analogy contended for on the other side would not help their case if pursued in all its consequences. For instance, a delivery of part of the goods carried for all purposes of the law of stoppage in transitu, equivalent to a delivery of the whole. Now while we do not claim the benefit of such an absurdity as the extension of this rule to the case of a carrier, we also protest against the argument that the termination of the transitu for the purposes of stoppage is in all cases to determine the question, whether a carrier's duty is ended. Suppose the goods burnt in the Custom House, how could the ship owner be made answerable? If not, where shall we draw the line? The argument proves too much, since, if good for any thing, it must needs result in these conclusions.

So it is said, that after the goods are landed the carrier has a right to retain (or more properly resume) the possession for the purpose of securing his freight. He undoubtedly has a right, but like every other right, it may be waived by the party for whose benefit it is exercisable. Now suppose he does waive it, is he to continue *velens velens* in possession by construction of law? Surely not! But on the other hand, suppose he chooses to exercise the right; does it follow that the goods are therefore to remain at all events in his custody as carrier? If, after the carrier's duties are complied with, the thing carried remains in his possession, he does not continue to hold it as carrier, but becomes a bailee of another description. As such, he is not liable for accidental loss, as a carrier would be, and as here contended on the other side (Garfield v. Trent & M. R. 531. In re Webb and al. 8 Taunt. 443.)

If the object of the cargo book be, as in the

States but in open day, between the rising and setting of the sun, except by special license; nor at any time without a permit from the Collector, which is granted to the consignee upon payment of duties or securing them to be paid. The holders of a bill of lading are presumed to be well informed of the probable period of the vessel's arrival, and at any rate such arrival is matter of notoriety in all maritime places. The consignee is previously informed of the shipment, as it is usual for one of the bills of lading to be kept by the merchant, a second is transmitted to the consignee by the post or packet, whilst the third is sent by the master of the ship together with the goods. With the benefit of all these safeguards, if the consignee uses ordinary diligence, there is as little danger in this country as in England and France, of inconvenience or loss, whereas the risk would be greatly increased if it should be the duty of the ship owner to see to the actual receipt of the goods, particularly in the case of a general ship with numerous consignments on board, manned altogether by foreigners unacquainted with the language at the port of delivery. I have taken some pains to ascertain the opinion and practice of merchants of the city on this question, which is one of general concern. My enquiries have resulted in this, that the goods, when landed, are heretofore been considered at the risk of the consignee, and that the general understanding has been that the liability of the ship owner ceases upon the landing of the goods at the usual wharf. I see no reason to depart from a rule which has received such repeated sanctions, from which no inconvenience has heretofore resulted, and which it is believed in practice has conducted the general uniform usage in the one way or the other, we should have held ourselves bound by the custom, for I fully accede to the principle that the mode of delivery is regulated by the practice of the place. The contract is supposed to be made in reference to the usage at the port of delivery. But if no usage had been found, we hold it to be equally clear, that we should be governed by the general custom.

The case finds that the consignee obtained a permit for the landing of the goods, that they were landed on the wharf, that he was aware the master was employed in discharging his cargo, and that the consignee sent his own porter to receive and take them away; that he enquired of them, but did not receive them. If under such circumstances the goods were lost, it was in consequence of his own negligence or his servant's. It was the duty of the porter, instead of merely inquiring, to have staid until he actually received the goods.

It is beside the question to say that perishable articles may be landed, at improper times, to the detriment of the consignee. When such special cases arise, they will be decided on their own circumstances. This goes on the ground that the master has acted with good faith, and in the usual manner, and in such case it is the opinion of the court that the ship owners are discharged.

We would wish to be understood as giving no opinion on the law which regulates the inland or coasting trade, to which I understand the case of *Ostrander v. Brown and Stafford*, 15 Johns 39, to apply. We do not consider this decision as interfering with the principles of that case.

Judgment reversed, and judgment for defendants below upon the case stated.



CHESNUT STREET THEATRE.

Mr. HUNT and Miss PHILLIPS' FIRST NIGHT. Will be presented the Opera of ROY MACGREGGIE; OR, AULD LANG SYNE.

Frank Obaldino, in which character he will sing the following songs, Irish, Scotch, and English. "March to the Battle Field." "All the blue bonnets are over the border," and "Auld Lang Syne." Diana Vernon, who will sing the following songs: "Ah, would I were my humble lot," "A Highland Girl," "The young man is born," "Duet." "Thou leave me now in sorrow." Mr. HUNT and Miss PHILLIPS. "I've been Roaming." and "The Soldier's Song." Miss PHILLIPS. Roy Macgreggie Campbell, with the language and peculiarities of Scotland, as described by Sir Walter Scott, in the *Romance of Loch Roy*. Mr. MAYWOOD. Rashleigh Obaldino, Mr. ROWBOTHAM. Belle Nicol Jarvis, Mr. JEFFERSON. Helen Macgreggie, Mrs. MAYWOOD.

To conclude with the Farce of LOVE, LAW AND PHYSIC. Comedior Flexible, Mr. WEMTS. Lubin Log, Mr. JEFFERSON.

TO-MORROW EVENING. First time in this city, the new drama of CHARLES THE TWELFTH, with New Scenery, Dresses and Decorations. Second Appearance of Mr. HUNT and Miss PHILLIPS.

ARCH STREET THEATRE.

Miss EMERY'S First Appearance. The Public are respectfully informed that Miss Emery is engaged for three nights only, and will make her first appearance, on this stage, this evening.

THIS EVENING, April 29. Will be presented the Tragedy of JANE SHORE.

Dumont, Mr. Wood. Jane Shore, Mrs. Wood. Alice, Miss EMERY. The entertainments to conclude with the Opera called OF AGE TO-MORROW. Frederick Barna Willinghurst, Mr. BLAKE. Helen Melrose, Mr. HERBERT. Mary, Mrs. BLAKE. Lady Brumback, Mrs. STICKNEY.

A Mrs. AUSTIN is engaged for a few nights, and will make her first appearance to-morrow evening. A Young Lady of this City will shortly make her first appearance on any Stage.

A CARD TO THE LADIES.

JUST received this morning, 20 dozen ladies' English white cotton Hose, extra size; 20 dozen boys' mixed cotton Hose, at 57 1/2 a pair; 25 dozen men's brown cotton Hose and half, at 50 dozen mixed white do. of assorted sizes; 100 dozen ladies' white cotton Hose, damaged on the voyage here, at 25 cents a pair; 100 boys' and men's Macilla Hats; 17 pieces fine quality Irish Linens, from 25 to 51 1/2 a yard; 100 pieces Yellow Nankens, at 11 1/2; 100 pieces Blue Silk, at 50 a piece; a large assortment of splendid brass and superior balise striped and plaid do.; 100 dozen ladies' Irish Gloves; 50 dozen ladies' Hosiery Mitts, at 25 cents a pair; 20 Grosgrain Scarfs, 3 yards long, at 15 a piece, with a general assortment of gauze Mitts and 51 a pair Ribbons, by the piece or yard; 4 pieces super grey mixed London Cambrics, for boys' spring wear, at 87 1/2 cents a yard; Brown and bleached Linen Drillings, and French Rouen Casimires, and French Drillings; a general assortment of 6-4 jacquet and cambrie Muslins of the first quality; 100 dozen Spool Cotton, at 61 cents a spool. Just received 10 dozen Silver Thimbles, at 20 cents a piece, usually sold at 50 cents; Hosiery and Eyed, at 50 cents a box, children's red Morocco Shoes, a large assortment of Gingham, from 25 to 50 cents a yard. Gentlemen wishing to purchase Hosiery or Gloves, would do well to give us a call before purchasing, as they will find us willing to sell cheap for cash. The Ladies are requested to call and examine our children's and misses cotton Hosiery, at No. 43 North Fourth street, above Arch. N. R. 320 pieces No. 8 gauge cap Ribbons, at 8 cents a yard, just received, and will be opened this evening, April 29—(

IMPORTANT LEGAL DECISION.

On the case of *Hyde vs. The Trent and Mersey Navigation Company*, decided by the Supreme Court, on the 27th inst.

Philadelphia, March 27, 1892. This was a writ of error to the Court of Common Pleas of Philadelphia county, where the defendant in error, who was plaintiff below, had obtained judgment for fifty-nine dollars and forty-three cents upon the following case stated:—The ship Lancaster, from Liverpool, owned by the defendants, was entered at the Custom House at Philadelphia, on the 17th June, 1891, and commenced unloading on the 31st of same month. The plaintiff was consignee of ten crates of Liverpool ware, part of the cargo of said vessel, (prout bill of lading.) All these crates were received by the plaintiff except one, which was known and designated as No. 28. For the value of this crate, which the plaintiff never received, this action is brought.

The ten crates, consigned as above to the plaintiff, were entered by him at the Custom House. As soon as the vessel was ready to unload, the plaintiff sent a porter to receive them, with a permit, and a list of the articles as specified in his invoice, and an authority to receive them and carry them to his store. The porter delivered the permit to the inspector on board the ship, and asked for plaintiff's crates. On the 23d June, one or more crates mentioned in his list were received by the plaintiff, and one or more on the two following days. The porter did not attend on the wharf during the whole of those days, but called repeatedly each day, and then away as received. No. 28 was landed on the 23d June, but was not received by the plaintiff or his porter, and it is unknown to the parties what became of it.

In unloading a vessel, it is usual, as soon as articles of bulk, such as crates, are brought upon deck, to pass them over the side of the vessel and land them on the wharf. It is also the practice of the owners to station a clerk upon the wharf, who takes a memorandum of the goods which leave the wharf, at the day on which they are taken away, for the information of his employers, in a book called the cargo book.—The cargo of the Lancaster was, on this occasion, unloaded in the usual manner, but the cargo book contains no entry in regard to No. 28, except a memorandum from the bill of lading, made in the margin, as is usual before beginning to unload, but which has no reference to the actual receipt of the same by the consignee, or on his behalf.

It is agreed that the value of the crate, No. 28, as assessed at fifty-one dollars and fifty-three cents, which includes its proportion of duties and Custom House expenses, (prout statement and invoice,) and the cargo book, plaintiff's invoice, and bill of lading, shall be in evidence. Upon these facts, if the Court be of opinion that the duty of the defendants required them to see that the said crate, No. 28, after being landed as aforesaid, was received by the plaintiff, their judgment is to be entered for the plaintiff in the sum of fifty-one dollars and fifty-three cents; but if the Court be of opinion that the duty of the defendants did not require, their judgment is to be entered for the defendants, and the costs are to abide the event of the suit. It is further agreed that the case thus stated be considered as a special verdict and subject to a writ of error, and that all questions of law be decided under the issue on the present Narration, whether the evidence shows a case of negligence or conversion.

The case was argued by J. Cadwalader for the plaintiffs in error, who were defendants below, and by H. M. Irvins for the defendant in error.

For the plaintiffs in error it was said, that the decision of the Court below could not be supported without requiring of the owners of various wharves whose cargoes are subject to the revenue laws of the United States, the performance of duties such as these laws rendered it impossible to perform. This would appear by considering the effect of the act of Congress of the 2d March, 1799, sect. 63, 55, and 56. (1 Story's L. U. S. § 519, et seq.)

The special verdict expressly states that the missing crate of hardware was landed on the wharf. It also states that the cargo of this vessel was unloaded according to the usual manner, and it likewise describes the usual mode of unloading. The usage so defined appears to be identical with that of the port of Marseilles, as recognized in a decision of the Admiralty in 1748. (1 Valin, 636.) Similar usages have been sustained in London, in the Turkey trade, (*Drumage v. Jolliffe*, Abbott on Ship, 250, Story's &c. 1829.) and at New York, in our own coasting trade, (*Warren v. Crocherson*, N. Y. Com. plaintiffs, Oct. 26th, 1827, published the following day in the *Statesman*.)

But, independently of usage, and without reference to the law concerning land carriers or coasting traders, who are presumed to be conversant with persons and localities at each end of their transit, the question here presented depends upon principles exclusively applicable to the case of vessels arriving from foreign parts. In this point of view the question is one of general law, and must be decided by some rule which we would be content to see reciprocated in its application to the ships of our own countrymen when abroad. At the season of unloading the master has a variety of duties to perform, which render it impossible for him to hunt out each individual consignee on shore. It is not his business to be conversant with the requisites of such a pursuit. The vessel may perhaps be owned and manned by foreigners, of whom not one is acquainted with so much as the language of the place of arrival. Even in a case like the present, where the ship reaches her home, the master and owner ought not to continue subject to responsibility after they are, to all intents and purposes, deprived of their control over the cargo by the operation of the revenue laws. The vessel, on the other hand, is, or ought to be, familiar with the means proper to be used in order to obtain possession of his own particular cargo. He knows of the shipment through his letter of advice. He also knows when the vessel arrives, or (what is the same thing) he is bound to know it. According to the rules of the law-merchant he is not accountable for ignorance of her arrival in port, (*Harman v. Clarke*, 4 Campb. 159.—Holt on ship, 395, et al. 1824.) Upon the ship's arrival, either he takes out a permit or he does not. If he does take one out, he is necessarily reminded to send to the vessel for the articles upon which he pays the duty. If he does not pay the duties, the goods cannot be touched, either by himself or by the ship owner. Both must submit to the act of Congress which provides that the goods shall be carried from the vessel to the Custom House. All this time they remain in the custody of the law. Now it is a fundamental maxim that the act of law shall work no wrong. It would be a very great wrong to continue a man's liability after compulsorily directing him of all control over the subject of that liability. Upon the strictest rule, a carrier's liability is of necessity an end when nothing remains to be done by him in his capacity of carrier. The extent of his duties in this respect must vary according to the description of carriage undertaken. Consequently, this case is not to be governed by authorities bearing upon the duties of carriers by land or by inland navigation, or river craft. Among vessels which make sea voyages, no distinction should also be made between those employed in the coasting trade, whose cargoes are not subject to the Custom House regulations, and ships from foreign countries. As to such ships, those arriving from sea, it is settled law that the liability of their owner or master, as a carrier, is at an end as soon as the thing carried is safely deposited in the usual manner on the usual wharf. (*Hyde v. Trent*, 5 T. R. 353. *Quick-*

microscopic—perhaps the march of intellect has changed their taste.—N. F. Courier.

The following is an extract of a letter from a gentleman in Washington, dated April 24th, 1888:—“I was told by the Secretary of War this morning, that he had yesterday, by order of the President, relieved General Scott from his suspension, and granted him a furlough until December next.”

The Mayor of Boston has addressed a circular to the clergymen, recommending contributions to their respective churches, for the relief of sufferers by the late fire at Augusta, Geo.

The whole number of acts and resolutions passed at the late session of the Pennsylvania Legislature is 237.

The great Cumberland road is to be McAdamsed.

At a stated meeting of the Trustees of the College of New Jersey, at Princeton, on the 14th inst. Rev. Dr. William W. Phillips, of the city of New York, and Lucius Q. C. Elmer, Esq. of Bridgeton, in this case, were elected Trustees of that institution.

The stable and sheds of Mr. William Primrose, of Queen Anne's county, Md. were destroyed by fire on the night of the 20th inst. Besides a quantity of fodder, five horses and a new gig were also consumed.

Miss Clara Fisher, has arrived at Baltimore, on her return to New York, from her Southern theatrical tour, in which she has met with unrivaled success.

LADIES' HAT ROLLERS.—The demand for these articles in the city of New York has become so great, that the vendors find it impossible to keep a sufficient supply on hand. They work with a spring, and supersede the necessity of destroying flies of newspapers.

It is stated in the Telegraph of Chesterport, Md. that there is a rumour entitled to some credit of the small pox having made its appearance in the neighbourhood of that place.

The Provincial Parliament of Lower Canada has been prorogued to the 2d day of June next.

The deaths in New York last week according to the Inspector's report numbered 76—of these there were 12 men, 12 women, 24 boys, and 12 girls—16 died of consumption.

By the brig Hope, Martin, 54 days from Montevideo, arrived in Hampton Roads on Saturday, the Norfolk Herald learns that the Markets were dull for Amc. produce, flour, &c. Several vessels which had arrived at Montevideo, sailed again in quest of a market. The U. S. ship Hudson, Capt. Hoffman, all well, was at Montevideo, and the U. S. sloop of war Boston, Commodore Creighton, was hourly expected from Buenos Ayres.

Mr. Peter Shufeldt, a respectable farmer of the town of Chatham, was drowned near Schock Landing, on Tuesday morning last. He had gone to that place in company with his father, for the purpose of procuring a load of bricks, which were piled on the dock; the water overflowed the wharf to the depth of two or three feet. The brick being situated on the edge of the dock, the deceased proceeded with his team to the place where they were located, and in attempting to drive alongside, the horses went over into the river, drawing the wagon with the driver after them. The horses and wagon soon went under, and the unfortunate man was seen struggling with the current, which carried him rapidly down the river, piteously imploring assistance, and in a few minutes sunk to rise no more. No person near at the time of the accident saw the afflicted father, who was a heartrending spectacle without the power of rendering any assistance. As late as yesterday all efforts to procure the body of the unfortunate man had proved unavailing. The horses and wagon were taken out of the water about three miles below, a few hours afterwards. The deceased was about 30 years of age.—*Kinderhook Herald.*

An affray took place on Wednesday, the 14th inst. on the Orange Turnpike, about six miles above Fredericksburg, between James and Richard Cunningham, and three wagons, Henry Delph, Aaron Blackbaker, and Lewis Crigler. Delph died on Friday last, at Stevensburg, Culpeper, in consequence of wounds received in the fight. Blackbaker and Crigler it is said are also severely injured. A warrant was issued for the apprehension of the Cunningham, and a posse from that place was summoned on Wednesday, for the purpose of assisting the officer in his duty. They have not yet however been taken. It is rumored, that the cause of the affray was the improper conduct of the wagoons towards the family of one of the Cunninghams. As it is probable that they may be apprehended and undergo a trial, we confine ourselves to this brief account of the affair.—*Fredricksburg Jrena.*

We learn that on the 18th inst. at Medina, 3 boys, all between six and ten years of age, were attempting to swim in a rapid current, and were taken down the falls, inadvertently suffered the boat to drift into the current of the stream, and were precipitated down the cascade, a distance of about 60 or 70 feet. Two of them were alive when taken out of the water; one of them soon after expired, and the other, although with one arm broken and otherwise severely injured, was able to recover. The one not found, when we last heard from the melancholy scene, is the son of Justus Ingersoll, Esq. of that village. Two of the other two belonged, we have not yet been able to learn.—*Orleans Anti Masonic Telegraph.*

Comparison of Speed of the most celebrated English and American racers.

It has been often said that Eclipse and Henry performed their four miles on the Union Course in the shortest time on record. It therefore has taken some trouble in furnishing you with a few instances from English sporting annuals of races made by the most celebrated horses, perhaps, ever known; and it is necessary to observe, that for every seven pounds gain in weight over a four mile course, it is equal in distance to two hundred and forty yards.—Eclipse carrying one hundred and thirty pounds against Henry, four miles, time seven minutes and thirty-seven seconds. The information I have received respecting the above race, I believe, correct.

Flying Childers, foaled in 1715, got by the Darby Arabian, and bred by L. Childers, Esq. This most wonderful horse was first used as a hunter, and he did not appear on the turf until he was five or six years old. He beat all horses of his time, and at a single mile; but from the performance of horses since, far inferior to him, there appears no doubt of his ability to have gone a mile in one minute. It is stated that he moved at the astonishing rate of eighty-two and a half feet in one second. He run over the Round Course at New-Market, three miles, six furlongs and ninety-three yards in six minutes and forty seconds, carrying one hundred and twenty-eight pounds. He also ran over the Beacon Course, four miles, one furlong and one hundred and thirty-three yards in seven minutes and thirty-three seconds. The speed of this horse could never be exactly ascertained, as he beat all horses, who run against him, with ease.

Eclipse foaled in 1764, got by Marah, grandson of Childers. He was bred by the Duke of Cumberland, after whose death he was sold, when a yearling, for seventy-five guineas, and when five years old he sold for 1,750 guineas. O'Kelly, the owner, could afterwards have taken almost any sum for him. He was carried off by the Duke of Devonshire, and sold to the Duke of Devonshire, who did not appear on the turf till he was five years old. He was equal to sixteen stones. Too much cannot be said of his speed and bottom, for no contemporary racer could keep a moment by his side.—He was always ready by Oakley, a powerful jockey, but yet unable to hold him. This horse always went at a certain rate, never swerved, and pulled up at the end of the race, mostly of his own accord; neither whip or spur, was ever applied to him. When he ran his first race of four miles, at Epsom, for the maiden plate, he won the first heat, going at his usual rate, and in running for the second all the horses were close together at the three mile post, when some of the jockies cracked their whips. Eclipse suddenly became alarmed, and bounded away from his usual jog, and Oakley held him with all his strength; notwithstanding, in going the last mile he distanced all the horses. He is said to have run over the York Course, four miles, carrying one hundred and sixty-eight pounds, in eight minutes. In another race, at York, in 1770, he ran against the celebrated horses Tortoise and Bellario. Previous to starting twenty to one was offered, and while running one hundred to one on Eclipse against the field. He took the lead on starting, and after having gone two miles out of the four he had left both horses a distance behind. It is stated that O'Kelly, the owner of Eclipse, entered him against several other horses for a race, and that he betted six to four that he would place all the horses; and, when called upon before starting to do so, he named Eclipse first, and all the others distanced. Eclipse took the lead, and in the first heat distanced all the horses with ease, consequently O'Kelly one his bet, a distanced horse having no place. Eclipse won eleven king's plates, in all, of them, except one, he carried one hundred and sixty-eight pounds. He and Childers were never beaten, nor has any horse since their time been produced whose performances will bear a comparison with theirs.

From English Papers received at this Office.

ANOTHER TROTTING MATCH.

A match was on Saturday made between the American horse, Rattler, the property of the owner of Tom Thumb, and a celebrated mare, called Miss Turner, formerly the property of Mr. Western, and allowed to be one of the fastest English trotters of the present day, for two hundred pounds a-side, to come off in the Newmarket Craven week in the neighbourhood of Newmarket; to trot ten miles in saddle, the American horse to carry ten stones, and the mare not to be tied to weight. The mare is also to receive one minute at starting; and in the event of either breaking to be turned round, according to the usual laws of trotting—50l. a-side were deposited. A second deposit of 50l. a-side to be made at the One Turn, in Jermyn-street, on the evening of Saturday, the 21st inst. and the whole of the stakes to be completed at the same house, on Thursday, the 16th April, when the day and place of trotting will be named, and the other preliminaries adjusted. [Rattler is a faster horse than Tom Thumb.]

IMPORTANT IF TRUE, BUT VERY MYSTERIOUS ANY WAY.

The Princess Sophia Matilda came to town on Tuesday morning, from her residence on Blackheath, to pay her respects to her mother, the Princess Augusta, at her residence in the King's palace, St. James's. The Duchess of Gloucester joined the two Princesses; the party partook of a *dejeuner* about two o'clock. The Princess Sophia Matilda returned to her residence on Blackheath in the afternoon.—We are inclined to think the Court circular in error. It was to see her brother the Duke of Cumberland that the Princess came to town; the interview related to family affairs.

COMMUNICATION.

The lively little village of Frankford presents many attractions for an afternoon ride, and persons desirous of enjoying a few hours recreation in that way, will be gratified with the pleasant and cheerful appearance of the place. The Jolly Post Tavern is again revived, and kept by a respectable Widow, who hopes to share a portion of the favour of the Citizens of Philadelphia. From the lower being common, and fine Gardens attached to it, so that it will be a strong inducement for parents, who wish to afford their children an afternoon's pleasure, to visit it.

COMMERCIAL ACADEMY.

No. 206 Race street, opposite Franklin Square, Philadelphia.

THIS institution, which is in very flourishing condition, is of the greatest importance to a commercial man. The proprietor of that institution has shown a superior work on Book-keeping, to his attention has been before the public, and deserving the particular attention of the mercantile community, and especially young gentlemen who wish to be of use to themselves in commercial business. Having been extensively engaged in mercantile business for many years, and in all the principal cities between Boston and New Orleans, (personally,) I find great deficiency in clerks and Merchants, in these two branches of education.—Our seminaries have been very deficient in accomplishing these very important branches, which are of the greatest use to every man of business. Having given some attention to those branches of education in different cities, and seeing some excitement in Philadelphia, drew my attention to several of the Academies, and particularly examined the system and manner of teaching, and feel it a duty to mention the improvement made by the professor of this institution, not only in the superiority of the system, but in the manner of teaching, which is very different from any other in the city, and in strict accordance with mercantile business.—Book-keeping in particular: Any person wishing to acquire this most useful and important science would do well to attend for themselves, his system and mode of teaching, as the difference is worthy of notice. His treatise on Book-keeping are decidedly preferable to any in the Union. His Penmanship must be attended to in any other system it has not been acquired with greater ease and facility. The writing itself is sufficient to establish this fact, to any person who will examine his specimens of improvement.

These elements of the production of the unexampled ingenuity and faithful studies of that professor. His principles on Penmanship are new—every idea is new, and are productive of the most unexampled improvement. Persons, in from 6 to 12 hours, acquire more actual benefit than was accomplished in 6 or 12 months in other systems. In his book-keeping, a person (who is a good writer) can acquire a good knowledge of this science in from 6 to 12 days, by close attention; and in any other system it has not been acquired in half the perfection in as many months, or years.

Friends of liberal improvement must notice this as among the best improvements of the present day, in a commercial nation like this; as none of the old countries have produced a parallel in these branches of education.

A WESTERN MERCHANT.

april 29—11

MARRIED.

On Monday evening, the 20th inst. by the Rev. Elihu Cushman, Mr. JOSEPH N. GOODRICH, to Miss HARRIET LE HURAY, daughter of the Rev. Nicholas Le Huray, all of this city.

DIED.

Yesterday morning, Mrs. BEBECCA, wife of Wm. Dick. Her friends and acquaintances are respectfully invited to attend her funeral, from the residence of her husband, No. 123 Queen street, between Second and Third streets, this afternoon, at 3 o'clock.

On Monday evening, DAVID UBER, in the 84th year of his age. The friends and relatives of the family are respectfully invited to attend his funeral, from his late residence, corner of Seventh and Callowhill streets, this afternoon, at 4 o'clock.

On Saturday evening, of a short illness, HELENA MARY, youngest daughter of the late Capt. John H. Hampton, aged 5 years and 6 months.

TO RENT.

A STORE and Dwelling, in a central situation, within a few doors of Chestnut street, rent moderate. Apply at this office.

ALMANACK.									
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THE subscribers will contract to deliver 1
chandise at Louisville, Cincinnati, Pittsburgh
intermediate ports, via New Orleans, upon reason-
able terms.
march 7—tf
MACALESTER & YORKE,
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